

INFORMATION REPORT

CD NO.

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COUNTRY **China**DATE DISTR. **19 JUL 50**SUBJECT **Shipyards in Dairen and Port Arthur**NO. OF PAGES **2**PLACE **25X1A**PLACE
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SUPPLEMENT TO
REPORT NO.

1. During the Japanese regime, there was one Japanese naval shipyard of the Dairen area, at Port Arthur, capable of constructing craft of 5,000 tons, and this was used only to build 500-ton patrol boats for Manchukuo and to repair Japanese naval vessels. In the last phases of the war, the Japanese amalgamated all private and state-controlled shipyards of the area into eight firms. Only two of these were of large capacity; the remainder could build only fishing boats and repair ships and were used mainly to construct equipment and landing craft. The companies included:

- a. Dairen Dockyard (Dairen Steamship Dockyard Company, Ltd.), at Chang Ch'in T'ing (長親町); capable of building 5,000-ton craft.
- b. Dairen Cheng Chi (政記) Shipyard Company, at the Heitsuitzu (121-35, 39-17) Marine Produce Wharf.
- c. Port Arthur Hsiaopingtao (121-29, 38-50), Shipyard, on the coast between Dairen and Port Arthur.
- d. Kanchingtau (121-37, 38-58) Army Shipyard, opposite the Dairen Wharf.
- e. Laohutan (121-41, 38-54) Shipyard.
- f. Kuan Tung Chou (關東州) Marine Produce Ship Repair Company, Ltd., at the Heitsuitzu Wharf at Lu Hsi Ya (露西亞) Russia Street.
- g. Pa T'a Tsu (八達祖) Shipyard, at the Chung Kung (中工) Wharf on Lu Hsi Ya T'ing.
- h. Chung Hsing (中興) Shipyard, at Chung Shan (中山) Wharf on Lu Hsi Ya T'ing.

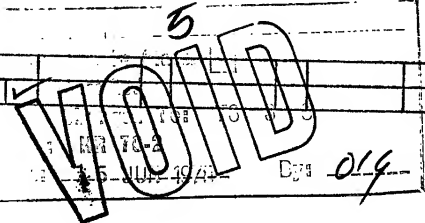
2. When the Soviets took over the area at the end of the war, they used the Japanese naval shipyard and Dairen Dockyard to repair Soviet naval vessels. All Dairen shipyards were put under the direction of the Ship Construction Department of the Ship Control Bureau of the Dairen Municipal Government and

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were engaged in salvage and repairs. Since the inauguration of the Communist government in October 1949, the Dairen Dockyard and the Kuan Tung Chou Marine Products Ship Repair Company have been operated by the Chinese and Soviets jointly.

3. The former Japanese naval shipyard is entirely under Soviet Control. The area is under guard; local residents were evacuated except for indigenous fishermen, and these are compelled to join the Sino-Soviet Friendship Association. Most of the engineers in the yard are Japanese who are not allowed to leave the area. Under Soviet occupation, the yard has been building submarines secretly, but no information is available about number or type.
4. The Dairen Dockyard has T'ANG Hsin-ch'ao (唐 歌超), chairman of the Dairen Labor Union, as director and assistant manager; the general manager is a Soviet, name unknown. Vice president of the yard is TIAO Hsi-chia (刁 錫嘉),* a native of Dairen, manager of the Dairen Shuang Ch'ü Hsing (双 聚 興) Iron Works, and chairman of the Combined Industries Association under the Dairen government. WANG Ch'ien-i (王 乾一), also a native of Dairen, and former president of the Cheng Chi Shipyard, is assistant engineer. The yard employs about seven thousand workers, of whom the majority are Chinese, some Russians, and about three hundred Japanese engineers; these latter are directed by UENO (上 野), former manager of the Pa T'a Tsu Shipyard.
5. A program for construction of 1,000-ton patrol vessels and 100-ton steamboats was inaugurated at the end of 1949. Large quantities of iron were shipped in from Manchuria and ship-building materials purchased by Communist agents in Hong Kong were imported on the Butterfield and Swire vessel HUMAN (湖 南). About a hundred steamboats of 14-18 knots and six foot draft were reported to have been launched by early May 1950.
6. The smaller yards employ mainly Chinese workers: the Cheng Chi about five hundred, the Hsiaopingtao about seven hundred, the Laohutan about three hundred, the Kuan Tung Chou about 1,500, and the Chung Hsing about ninety. The Pa T'a Tsu yard, which has about five hundred employees, uses mostly Japanese.
7. Since the end of the war, the managers of the yards have been using up the ship construction materials left by the Japanese, such as lumber, nearly a thousand unfinished diesel engines of about 200 HP, and some junk engines brought over from Antung. At the end of 1949, the Chinese Communist authorities placed an order for landing craft (number unspecified) of 50 to 100 tons, wide and flat, with a double hull.
8. The Ship Control Bureau of Dairen has merged all the privately-owned marine engine works of the area into twenty-eight companies for the manufacture of junk engines.

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TIAO was reported in 1947 as an executive commissioner of the Dairen Chamber of Commerce.

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